



Greater Hobart Committee

Four Cities. One Hobart.

Background Paper 3:
Greater Hobart Transportation



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Introduction

The *Greater Hobart Act 2019* is a result of collaboration between the four central Hobart councils of Clarence, Glenorchy, Hobart and Kingborough, as a means to encourage greater cooperation and coordination in the strategic development of the Greater Hobart area. The Act creates a legislative framework and governance structure to encourage collaborative decision-making between the Tasmanian Government and the four central Hobart councils regarding the future development of Greater Hobart, as a place to live, work and do business.

For the purposes of the Act, the Greater Hobart area is defined as the aggregation of these four central Hobart local government areas. It is acknowledged that residents in surrounding local government areas also access employment and participate in cultural and recreational activities within the Greater Hobart area. To cater for the influence of councils outside the Greater Hobart area, the Act provides flexibility to invite other southern regional councils to participate in aspects of planning for the future development of the Greater Hobart area.

Most of the information presented in this paper is based on the Greater Hobart area, however it should be noted that this is a different definition of Greater Hobart than that used by the Australian Bureau of Statistics (ABS) under the Greater Capital City Statistical Area (GCCSA) classification, which includes all of, or parts of, the Brighton, Derwent Valley and Sorell council areas.

The intention of the Greater Hobart Act is to encourage coordination and collaboration between all levels of government to ensure the growth and development of the Greater Hobart area is effectively managed over coming decades. The primary objective in the initial years is to be focussed on the more highly populated segments of the Greater Hobart area, where growth and development pressures are being felt the greatest.

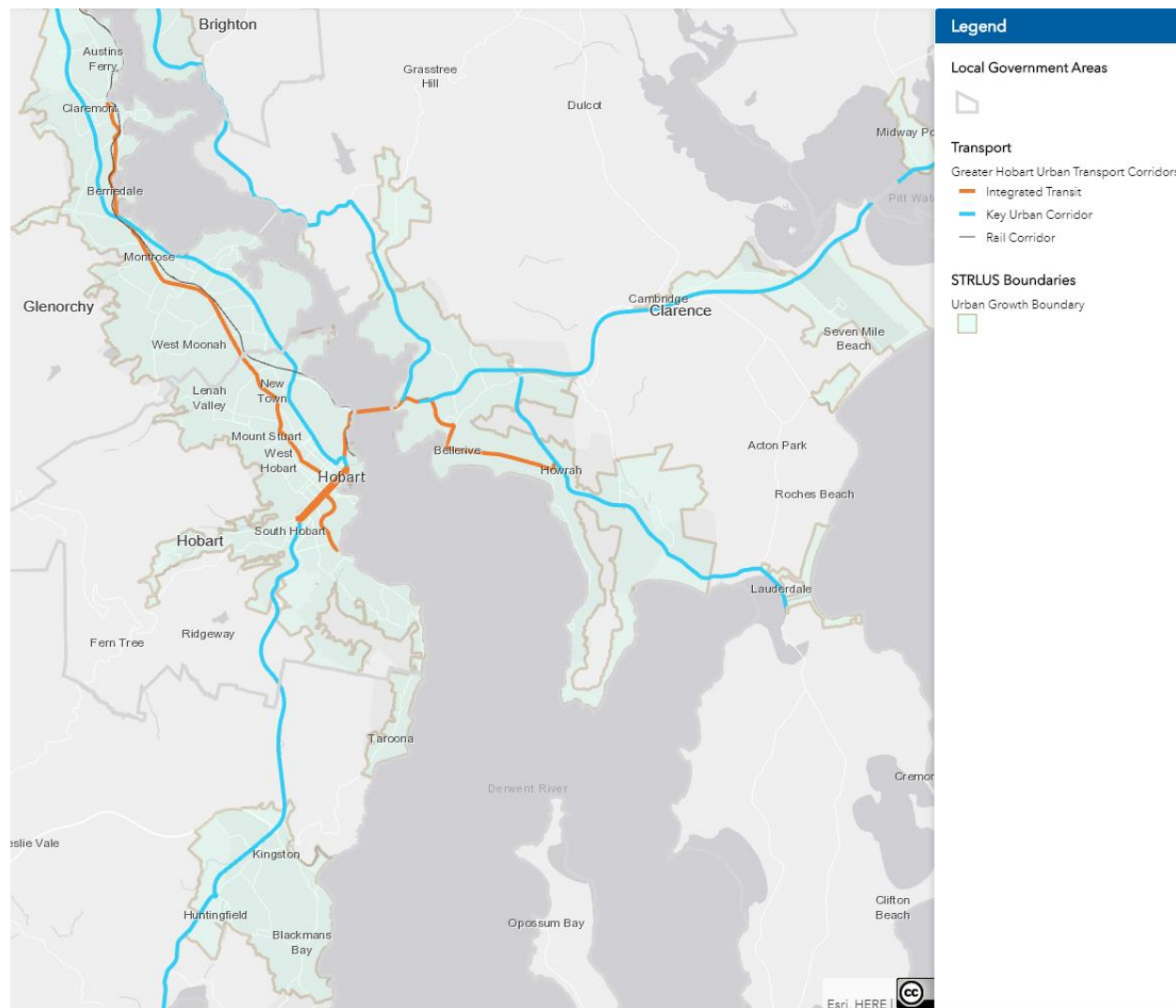
Transport Corridors

Major Corridors

The major transportation corridors coming into and out of the Greater Hobart area derive from the north, south and east, as illustrated in Map 1 below. Based on the usual origin and destination of travel for either passengers or freight in the region, the geographical features of the Greater Hobart area, as well as the available road network results in a funnelling effect in the morning peak where large volumes of traffic are concentrated in a limited State and local road network within the Hobart central business district (CBD). Similarly, a large volume of traffic departs from the Hobart CBD in the afternoon peak commuter traffic period.

It should be noted that the function of each major corridor is different. The northern corridor largely represented by the Brooker highway is primarily for freight and passenger movements, given the adjacent major industrial centres in the northern suburbs, The Tasman Highway and Bridge in the east is largely for high passenger volumes, and the Southern Outlet is primarily for passenger volumes to support major residential growth, with a smaller freight function to service businesses and communities to the south.

Map 1: Major Transportation Corridors - Greater Hobart Area



Source: GHA Spatial Mapping – Greater Hobart Urban Transport Corridors & Urban Growth Boundary

Northern Corridor

The outer northern corridor to the Greater Hobart area includes the Lyell Highway that connects the central and far west regions of Tasmania, and the Midland Highway that carries significant freight movements between the north and south of the State. The Brooker Highway is a key freight and passenger connection on the northern corridor.

The critical link between the north and south is the Derwent River bridge crossing at Bridgewater. The current Bridgewater Bridge is part of the National Land Transport Network jointly funded by the Australian and Tasmanian Governments. The existing bridge is reaching the end of its serviceable life, and plans are underway to replace the bridge with a higher capacity asset that complies with current loading and design standards.

Total funding of \$576 million has been allocated for this project, and the delivery of the new Bridgewater Bridge has been identified as an action under the Hobart City Deal. Over coming months the final design of the bridge will be agreed, and a design and construct contract is expected to be awarded in late 2021. Works are expected to commence in 2022 with cars allowed on the new bridge by late 2024.

The Midland Highway is a significant carrier of vehicles into and out of the Greater Hobart area, and infrastructure improvements under the Midland Highway 10 Year Action Plan will invest \$500 million to improve road safety on this key north-south freight and passenger route. Within the Greater Hobart area, the Brooker Highway carries the bulk of this northern traffic through to the Hobart CBD, and has the second highest traffic volume in the region and Greater Hobart after the Tasman Bridge. Local traffic from the northern suburbs can alternatively travel along Main Road/New Town Road as a key artery for movements north and south.

Eastern Corridor

The eastern corridor relies on bridges to cross the Derwent River to gain access to the Hobart CBD, with the East Derwent Highway, Tasman Highway and South Arm Highway servicing the area. The Tasman Bridge is the State's highest volume State Road link.

Geographical limitations and network design pushes eastern transportation movements from outside the Greater Hobart area (Sorell and beyond) towards the Tasman Bridge as the primary river crossing. From here, after crossing the bridge, traffic can then choose to move south to the Hobart CBD or beyond, or move northwards on the Brooker Highway to connect with the Midland Highway and the northern regions of the State.

The more northerly Bowen Bridge may ease some of the volume pressure from the Tasman Bridge for traffic flows between the east and west of the river, but its contribution to easing traffic flows is minimal given that access to this more northerly bridge crossing also utilises the Tasman and East Derwent Highways. Therefore, the junction with the East Derwent Highway on the eastern side of the Tasman Bridge is still required for eastern shore traffic moving north and south of the Tasman Bridge link, which creates additional traffic pressure on the Tasman Highway in peak periods.

Southern Corridor

The geographical features of the central Hobart area have significantly impacted on infrastructure for the region south of the Hobart CBD. The Southern Outlet is the primary link road for the southern corridor for traffic originating in the Kingborough and Huon municipalities, which are supporting major ongoing growth to the south of the city. The geography of the area results in steep access to Hobart, and limited route options to connect with the south. In addition, the lack of locational flexibility for the southern corridor has resulted in all traffic gaining access directly to Davey Street and Macquarie Street within the

Hobart CBD. This results in additional traffic flow through a key arterial in the city with few alternatives to bypass this area during peak periods.

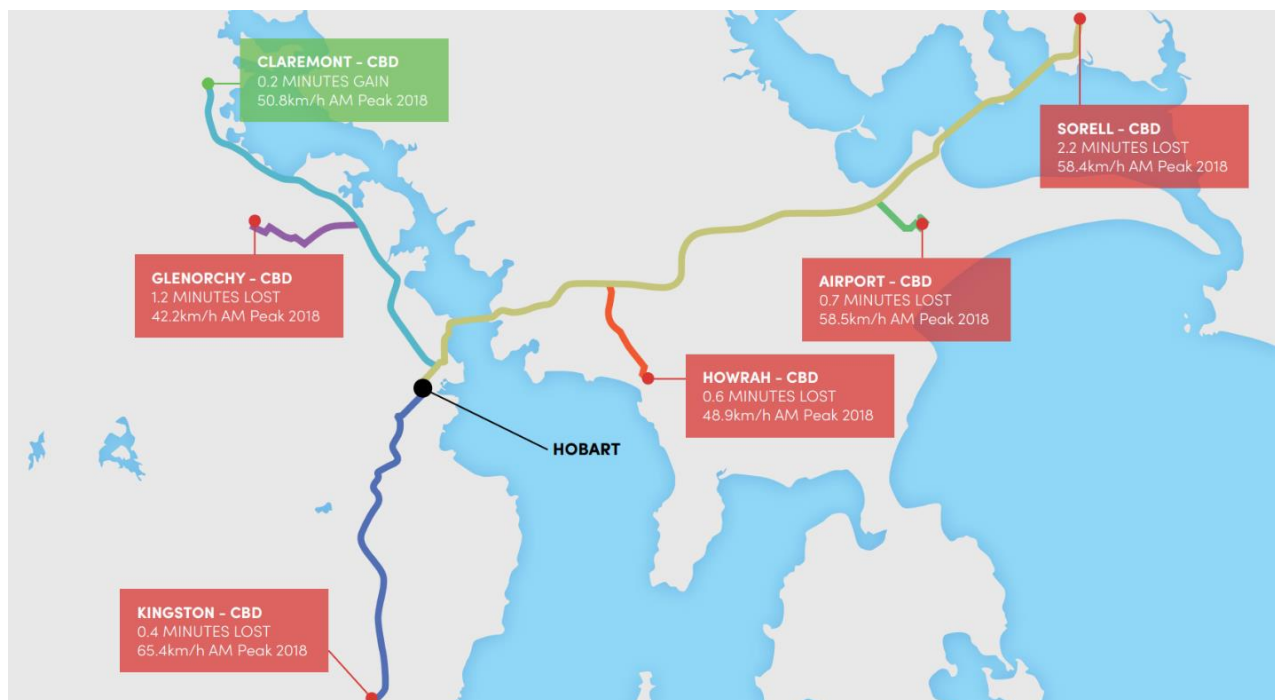
Congestion

In October 2018, the Australian Automobile Association (AAA) released a report '*Road Congestion in Australia*¹' that presented a limited data set from January 2013 to June 2018 for Australia's capital cities. The report noted that collectively there was a relatively small decline in driving speeds on most routes over the reference period, the exception being Sorell to Hobart. This was the first report of its kind from the association, with the intention to provide consistent and regular reporting on this data over time.

In 2018, Hobart average driving speeds and congested speeds declined, and variability of journeys increased, compared to the previous year. However, this was after a period of improved performance and reliability. The report also highlights that despite the deterioration of late, Hobart still retains the third fastest capital city peak driving speeds at 65 km/h on road segments analysed, and is considered the second least congested city with drivers more likely to drive closer to the posted speed limit than in most other cities. This is consistent with the findings of a major 2016 Deloitte survey and analysis of traffic congestion in Australian and New Zealand capital cities commissioned by Austroads, which found that only Darwin had lower levels of congestion.

Hobart specific data indicated that in general there had been a decline in average peak travel times across the primary arterial routes over the last 5 years. The map below sourced from the AAA report denotes the journey times to the Hobart CBD across the regions with increased travel times from all case study areas apart from Claremont in the northern region that saw travel times decrease over the period.

Map 2: Annual Change in Greater Hobart Travel Times and Speeds, 2018



Source: Australian Automobile Association

The AAA report also noted that the Bureau of Infrastructure, Transport and Regional Economics² (BITRE) estimated that the national congestion cost in 2015 was \$16.5 billion, of which almost half were

¹ Australian Automobile Association, [Road Congestion in Australia, October 2018](#)

² Bureau of Infrastructure, Transport and Regional Economics, [Information Sheet 74: Traffic and congestion cost trends for Australian capital cities \(2015\)](#)

additional costs to business, about a third attributable to increased private costs, and the remainder comprised extra vehicle operational and pollution costs.

BITRE also estimated that a 'business-as-usual' approach without major policy changes would see national congestion costs increase to approximately \$30 billion by 2030. Congestion costs are essentially avoidable social costs due to congestion that hinders productivity growth and constrains regional economies.

Table 1: Changes in Distances Travelled and Congestion Costs for Greater Hobart (GCCSA)

Year	Vehicle Kilometres (Billions)		Congestion Costs		Cost per capita	
1990	1.60	-	\$39m		\$200	
2015	1.98	+0.9%pa	\$86m	+3.2%pa	\$380	+2.6%pa
2030	2.47	+1.5%pa	\$159m	+4.2%pa	\$645	+3.6%pa

Locally in Tasmania, BITRE estimated that the vehicle kilometres travelled in the metropolitan Hobart area would increase by 25 per cent from 1.98 billion kilometres in 2015 to 2.47 billion kilometres in 2030. In addition, 2015 congestion costs of \$86 million would increase to \$159 million by 2030 without major policy change, as referenced in Table 1 above.

Historically, BITRE estimates the avoidable social cost of congestion has increased by an average of 2.6 per cent each year over the 25 years to 2015, amounting to a cost of \$380 per person within Greater Hobart (GCCSA definition) in 2015. The 'business-as-usual' approach estimated the increase to be 3.6 per cent per annum to 2030 resulting in avoidable congestion costs of about \$645 per person in 2030.

Hobart Traffic Origin-Destination Report 2017

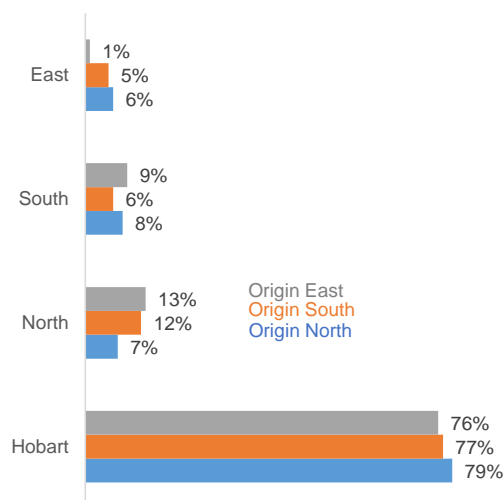
In June 2017, the Department of State Growth released the [Hobart Traffic Origin-Destination Report 2017](#) after conducting a study of traffic movements by operating traffic cameras at seven key locations around Hobart during the month of May 2016 to create a cordon, allowing the majority of cars entering and exiting the city to be recorded during the observation period.

For the purposes of the study, the wider Hobart area was split into four regions, being Hobart, North, South and East. The movements to and from these regions were captured using the cameras installed at the cordon points: namely the East being tracked at the Tasman Bridge, South at the Southern Outlet and Sandy Bay Road, and the North at the Brooker Highway, New Town Road, Augusta Road and Mount Stuart Road. The data collected therefore allowed the identification of the regional origin and destination of trips through inner Hobart.

Morning Peak Destinations (7:30am to 9:30am)

The results for morning peak car movements through central Hobart were very clear. Over three quarters of all car trips from the East, South and North terminated in central Hobart.

There were much lower proportions of trips moving through central Hobart to terminate in the East, South and North regions during the morning peak period. After central Hobart, the North region was the most popular destination, followed by the South and East regions. Of traffic passing through central Hobart, the East region was the least popular destination during the morning peak,.

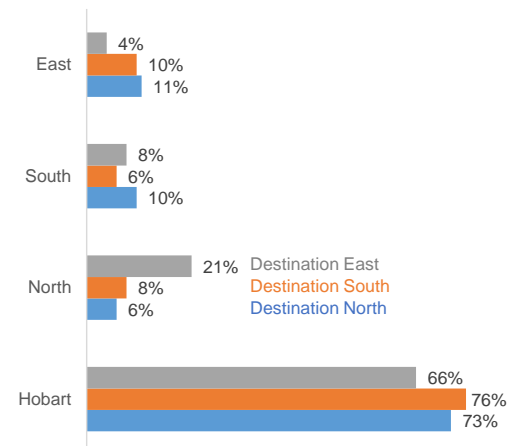


Afternoon Peak Origins (4:30pm to 6:30pm)

The results for afternoon peak car movements generally reflect the reverse vehicle movements from the morning peak. Consequently, the vast majority of car trips to the East, South and North regions originated in central Hobart.

Conclusion

As expected in studying peak commuter periods, traffic movements closely mirror commuters going to and from work in central Hobart, which is the key administrative and commercial hub for the State. The study demonstrated that during peak times most trips to/from central Hobart originate or terminate in central Hobart, and the number of trips crossing the city is relatively small.



Greater Hobart Household Travel Survey

In 2019, The Department of State Growth undertook the [Greater Hobart Household Travel Survey](#) by asking households and residents how, why, where, when and for how long they travelled.

The survey captured responses from around 2 000 households across Greater Hobart about daily travel patterns, including methods, times and purposes of travel.

The data collected through the survey will be used to update the Department of State Growth Travel Demand Model to improve the accuracy of future travel predictions that help inform transportation improvements across the Greater Hobart area.

The key outcomes from the survey are:

Average trip time	– 19 minutes	Average daily travel time	– 73 minutes
Average vehicle occupancy	– 1.8 people (1.2 for work)	Average daily distance travelled	– 34 km
Average trip distance	– 10.8 km	Average daily trips	– 3.2 trips
Adults with driving licence	– 91%	People riding bicycle in last week	– 7.4%

Mode of Travel	Work Trips	All Trips
Private vehicle	84%	77%
- as driver	77%	54%
- as passenger	7%	23%
Bus	7%	5%
Walking	6%	16%
Bicycle	2%	1%
Other	1%	1%
Total	100%	100%

The data collected through the survey are quite complex, but a [summary report](#) of the findings and an [interactive dashboard](#) have been provided to assist access and interpretation of the data.

Network Performance Monitoring

The State Roads Division of the Department of State Growth is able to collect and use Bluetooth receiver data along five key State roads within the Hobart urban arterial network to measure travel time and travel time reliability in line with Austroads Standards. The key roads monitored are:

- Brooker Highway (Berriedale Road to Burnett Street)
- Southern Outlet Highway (Davey Street, Hobart to Spring Farm Road, Kingston),
- Tasman Highway (Liverpool Street, Hobart to Nash Street, Sorell),
- Macquarie Street (Southern Outlet to Brooker Highway), and
- Davey Street (Brooker Highway to Southern Outlet).

Vehicle flow rate and travel speed data is also used to measure the productivity of these roads. When combined, these metrics allow a comparison of the level of traffic congestion on each road segment against national performance indicators.

In particular, monitoring indicates that the commute times across Hobart for AM and PM peak periods are generally acceptable when compared nationally, but they are tending to increase with time. The data also points to a high level of variability experienced by the network as incidents and fluctuations in traffic demand occur.

The data collected is being used to help inform traffic management and policy settings in relation to road infrastructure performance, which in turn assists prioritising future investment in road infrastructure.

It should be noted that the data obtained will also be the same data that will be used for the proposed On-road Traveller Information System signs that will be installed as part of the Hobart City Deal.

Major Passenger Transport Corridors

Passenger transport in the Greater Hobart area is ultimately bus services provided by Metro Tasmania and other private bus contractors supported by the State Government. Bus services are structured to essentially service the major road corridors in the north, south and east. The frequency of bus services is higher in more populous urban areas and structured largely around the four primary interchanges in Glenorchy, Hobart, Rosny and Kingston.

Improvements to service levels have been delivered through two relatively major service reviews in recent years. Metro Tasmania implemented changes to the metropolitan area of Greater Hobart in 2016. State Growth, through the Bus Services Review project, implemented changes in urban fringe areas in 2019. This saw service levels increase in the south (Huon Valley and the Channel), east (Sorell) and north (New Norfolk).

The table below summarises the general access bus services, frequency and routes currently available.

Table 2: Passenger Transport Corridors - Greater Hobart Area

Corridor	Frequency of Service		
East	High (every 15 mins)	Macquarie Street	Ross Avenue
		Tasman Highway	Gordons Hill Road
		Rosny Hill Road	Cambridge Road
East	Premium – Standard (every 30-60 mins)	Bligh Street – Rosny Interchange	Clarence Street
		South Arm Highway (Shoreline to Lauderdale)	Cambridge Road to Mornington Roundabout
		Howrah Road/Tranmere Road	Tasman corridor to Sorell
North	High (every 15 mins)	East Derwent Highway (Tasman Bridge to Risdon Vale)	
		Macquarie Street	Tolosa Street/Barry Street (Glenorchy interchange)
		Campbell Street/Argyle Street	Brooker Highway (express services)
North	Premium – Standard (every 30-60 mins)	Elizabeth Street/Newtown Road/Main Road to Glenorchy	
		Main Road (Glenorchy to Granton)	Springfield Avenue
		Augusta Road	Derwent Park Road
South	High (every 15 mins)	Tolosa Street	Elwick Road
		Hobart CBD interchange	Browns Road
		Macquarie Street/Davey Street	Channel Highway to Kingston Central
South	Premium – Standard (every 30-60 mins)	Southern Outlet	Sandy Bay Road to UTAS
		Channel Highway to Margate (includes Marona Road)	Sandy Bay Road to Taroona
		Summerleas Road to Huon Highway	Beach Road/Roslyn Avenue to Kingston Beach/Blackmans Bay
Key Interchanges		York Street/Regent Street/Churchill Avenue	
		Hobart CBD Interchange	Glenorchy Interchange
Key Interchanges		Rosny Interchange	Kingston Central

Source: Department of State Growth

A GIS based map has been developed to provide a spatial representation of bus movements across Greater Hobart, and it can be found [here](#).

New dwelling developments within the Greater Hobart area have historically favoured greenfield over infill development, which has resulted in a more scattered population within the region. With a more widespread population, passenger transport services for outer areas are less frequent due to lower demand. Bus travel times from these outer areas may not be considered competitive with car travel and as a result bus patronage undergoes a decline.

The Greater Hobart population also has a significant preference for travelling to work by car, largely due to the ease of driving and finding appropriate low priced parking options within the Hobart CBD, resulting in lower patronage of passenger transport at the same time. Arguably, there is significant potential to increase the usage of passenger transport services within the Greater Hobart area, given that there is such a concentration of employment within the Hobart CBD.

However, passenger transport needs to provide a 'better alternative' to car travel in terms of frequency, travel time, price and amenity to stimulate meaningful and sustained change in commuter behaviour.

Major Freight Corridors

The [2016-17 Tasmanian Freight Survey](#) provides the most contemporary glimpse into heavy freight movements within the State. The survey indicates that the southern region generated 22 per cent of the total Tasmanian freight task in that year, including freight imported through ports as well as goods produced in the region.

Inter-Regional

A high proportion of the heavy vehicle volume in the State is carried on the National Road Network and the Midland Highway, the key inter-regional link between the north and south of the State carried up to 2.3 million tonnes in 2016-17. The Bridgewater Bridge also carried 2.3 million tonnes in the same year, indicating the importance of the bridge as a link to the region from the north of the State. There also

remains a proportion of the freight task movement in and out of the Hobart region by rail, which reduces traffic volumes on certain sections of the northern corridor.

The Brooker Highway is also an important heavy vehicle link carrying 2 million tonnes in 2016-17. According to the 2016-17 Tasmanian Freight Survey, the volume of heavy vehicles on the Brooker Highway amounts to around 340 trucks per day, which makes it one of the busiest roads for freight movements in the State.

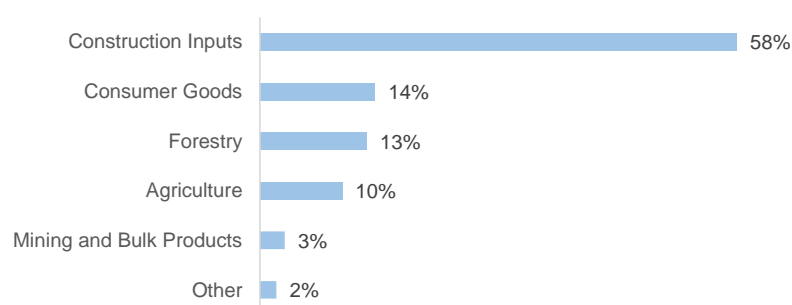
Hobart port also carries limited volumes, but freight movements on water are primarily through Nyrstar through its Self's Point facility. Hobart airport also carries limited volumes of time sensitive freight, and is the State's highest volume passenger airport.

Intra-Regional

The Southern Region has the smallest intra-regional freight task of 4.1 million tonnes in 2016-17, although larger than the inter-regional movement of freight on the Midland Highway. As highlighted in the below chart, Construction inputs was the largest commodity group comprising 58 per cent (around 2.4 million tonnes) of total intra-regional freight. Consumer goods was the second largest commodity group by volume at 14 per cent due to the concentration of population within the Southern region.

The freight hub north of Brighton controls movements between distribution centres, that largely are just off major arterial roads like the Brooker Highway (industrial zones in Glenorchy) and the Tasman Bridge and Highway (Mornington and Cambridge). It should also be noted that light commercial vehicles have an important role in the urban freight task.

Chart 1: Southern Intra-Regional Freight Task, by commodity group



Source: 2016-17 Tasmanian Freight Survey

Important regional roads within the Greater Hobart area for heavy freight movements include Macquarie and Davey Streets, Lyell Highway, Tasman Highway, Huon Highway, Southern Outlet and Boyer Secondary Road. National and State Network roads carry a large proportion of the freight distance travelled, but generally the start and finish of a freight movement are often made on the local government road network.

The Freight Survey indicates that the most important local roads for freight movements within the Greater Hobart area would include the Derwent Park Road, Main Road and Risdon Road in Glenorchy.

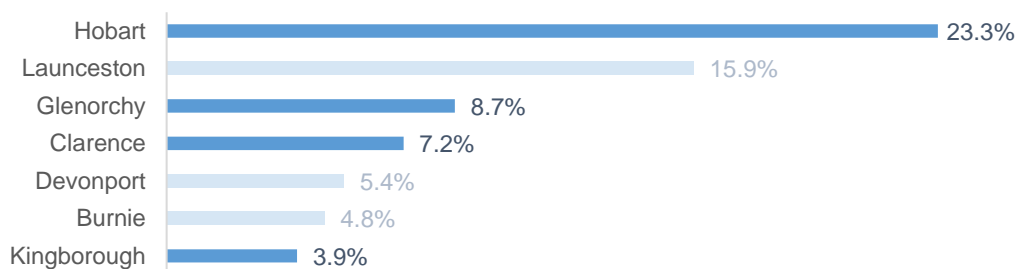
Place of Work

Building on the findings of the Hobart Traffic Origin-Destination Report 2017, the 2016 Census data also makes it clear that the central Hobart area is a key commuter destination, confirming that employers within the Greater Hobart area are major contributors to employment levels in the State. Consequently, this data provides an indication of commuting requirements within the Greater Hobart area, and the importance of enabling a significant proportion of the State labour force to move to and from their workplaces in a manner that does not detract from productivity levels.

The place of work data available through the Census reveals a very high proportion of total workers in the State are employed within the Greater Hobart area. The data indicates that over 43 per cent of the State labour force is employed within the Greater Hobart area, with the Hobart council area alone providing workplaces for over 23 per cent of the State's labour force.

The Greater Hobart area councils make up four of the top seven council areas for proportional distribution of Tasmanian labour force as presented in Chart 2 below. The other three council areas in the top seven are the regional centres of Burnie, Devonport and Launceston.

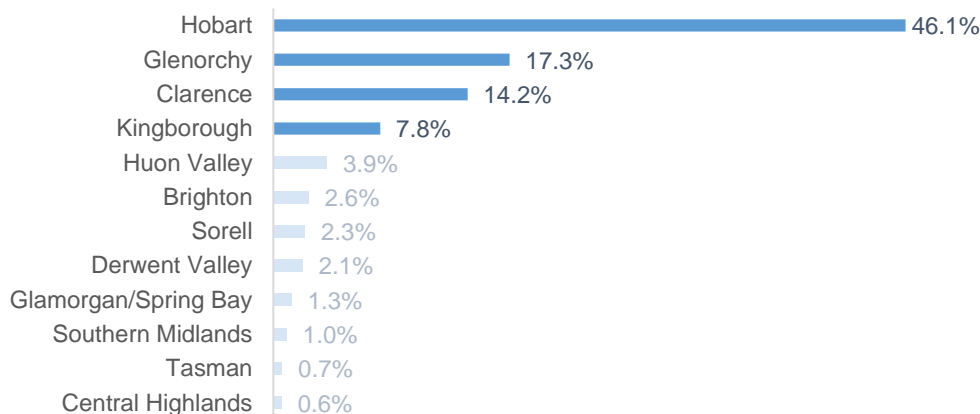
Chart 2: Place of Work - Proportional Distribution of Tasmanian Labour Force



Source: Australian Bureau of Statistics, 2016 Census data

When viewed to reflect places of work in the Southern Tasmania region, the Greater Hobart area accommodates 85 per cent of all workers in the southern region. The Hobart local government area dominates as the primary location for the regional labour force, with over 46 per cent of the regional labour force located in the Hobart CBD and surrounds as shown in Chart 3 below.

Chart 3: Place of Work - Location of Southern Tasmania Region Labour Force



Source: Australian Bureau of Statistics, 2016 Census data

According to the 2016 Census data, the Hobart local government area has almost 50 000 people working within its boundaries, with about 64 per cent of these workers commuting from outside the local government area. In addition, there are numerous schools, colleges and higher education establishments within the Hobart area that generate the mass movement of people each day. It is necessary to consider the origin and destination of these population movements in order to better design transit systems that can effectively and efficiently cater to demand.

The workforce that is employed within the Greater Hobart area is dominated by residents that live within the Greater Hobart area with Hobart residents contributing the greatest proportion of the workforce at 25 per cent, followed by Clarence (24 per cent), Glenorchy (19 per cent) and Kingborough (16 per cent), with the remaining 16 per cent of the Greater Hobart workforce commuting from outside the area as detailed in Table 3 below.

Table 3: Residential Origin of the Greater Hobart Area Workforce

Council area	Persons	Percentage
Hobart	22 700	25%
Clarence	22 300	24%
Glenorchy	17 300	19%
Kingborough	14 900	16%
Brighton	4 700	5%
Sorell	3 900	4%
Huon Valley	2 400	3%
Derwent Valley	1 900	2%
Southern Midlands	1 100	1%
Other	1 100	1%
TOTAL	92 300	100%

Source: Australian Bureau of Statistics, 2016 Census data

Journey to Work

The 2016 Census data indicates the mode of transport used to get to and from work each day, as well as the distances people live from their work. Table 4 below shows data based on journey to work destinations and transportation type.

Table 4: Journey to Work Modes, Greater Hobart Area

Work transportation type	Clarence		Glenorchy		Hobart		Kingborough		Greater Hobart	
Car, as driver	16 564	77%	12 683	75%	11 835	56%	10 703	75%	51 785	70%
Car, as passenger	1 505	7%	1 458	9%	1 552	7%	1 001	7%	5 516	7%
Bus	1 426	7%	1 155	7%	1 314	6%	802	6%	4 697	6%
Motorbike	166	1%	148	1%	198	1%	93	1%	605	1%
Bicycle	175	1%	156	1%	671	3%	120	1%	1 122	2%
Walked only	455	2%	500	3%	3 970	19%	347	2%	5 272	7%
Ferry	6	0%	7	0%	11	0%	32	0%	56	0%
Taxi	49	0%	124	1%	148	1%	17	0%	338	0%
Worked at Home	870	4%	426	3%	1 349	6%	918	6%	3 563	5%
Other	320	1%	232	1%	245	1%	213	1%	1 010	1%
TOTAL	21 536	100%	16 889	100%	21 293	100%	14 246	100%	73 964	100%

Source: Australian Bureau of Statistics, 2016 Census data

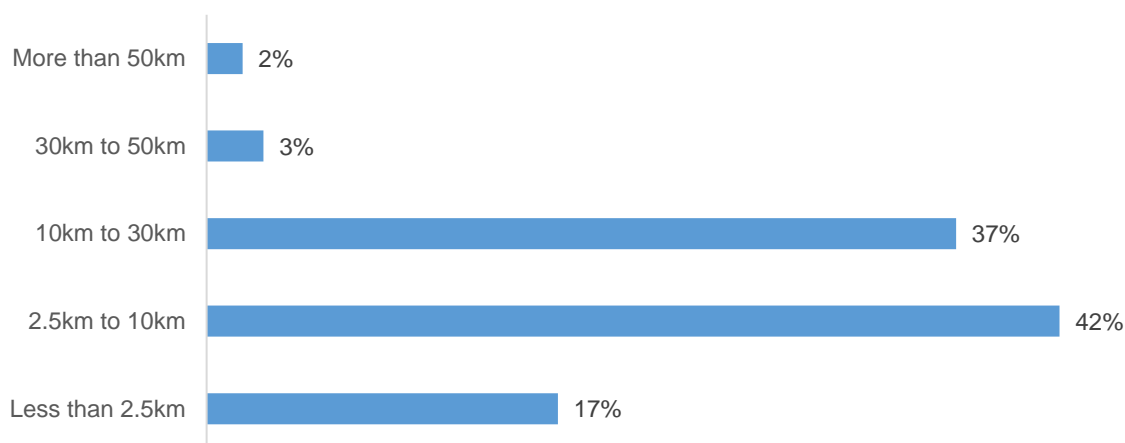
The data reveals that getting to work by car is the most common method of transport within the Greater Hobart area. In total, 77 per cent of persons getting to work within the Greater Hobart area use a car, with 70 per cent driving and the remaining 7 per cent as a passenger. We can then infer that 63 per cent of journeys to work within the Greater Hobart area, are made by a single occupant car.

The councils with the highest proportion of journeys to work by car was Clarence and Glenorchy with 84 per cent while Hobart had the lowest proportion with 63 per cent. The proportion of journeys to work as a car passenger was broadly consistent across the Greater Hobart area, but Glenorchy residents appear to be marginally more open to car-sharing than the other council areas.

This leaves relatively small proportions of Greater Hobart area residents using the remaining transportation modes to get to work. The public transport network incorporating bus use accounts for only 6.4 per cent of journeys to work in the Greater Hobart area, and this is relatively consistent across Greater Hobart councils. It is noted that since 2016, peak period adult patronage to and from Hobart has been rising ahead of general population changes. In part, this may reflect service level improvements.

Journey to work data can also be disaggregated to show distances travelled which allows the identification of certain trends and characteristics for commuting by Greater Hobart area residents. Chart 4 below shows that around 95 per cent of journeys to work by Greater Hobart area residents are of distances less than 30 kilometres, and almost 60 per cent are of distances less than 10 kilometres. About 17 per cent of Greater Hobart area residents travel less than 2.5 kilometres to their work, which indicates a good proportion of residents have relatively short commutes each day.

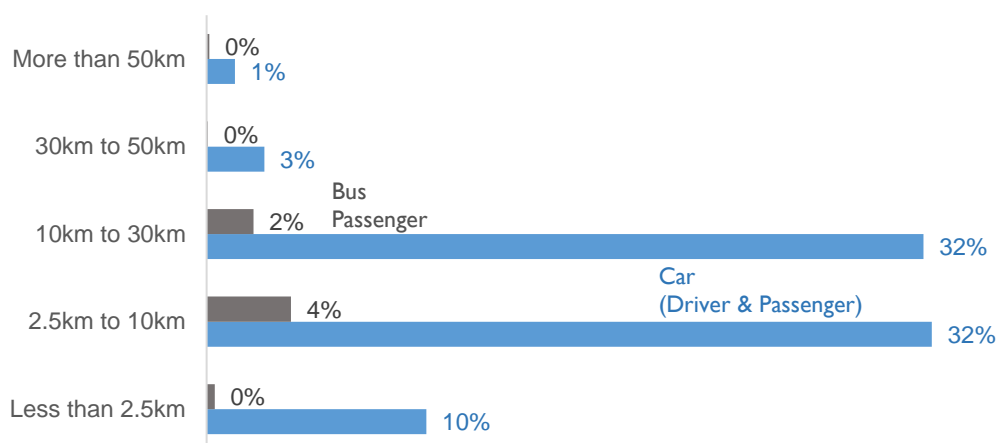
Chart 4: Journey to Work Distances – All Modes



Source: Australian Bureau of Statistics, 2016 Census data

This data can then be broken down further to examine transport modes and the prevalence of use at certain distances of travel. The vast majority of journeys to work by Greater Hobart area residents are by car and bus contributing to around 89 per cent of all journeys. Chart 5 below shows that 84 per cent of all journeys to work within the Greater Hobart area are less than 30km in length and by car or bus.

Chart 5: Proportion of Journeys to Work by Greater Hobart Area Residents – Car & Bus



Source: Australian Bureau of Statistics, 2016 Census data

Higher private vehicle use is generally expected once distances from work exceed certain limits and the regularity and convenience of bus services decline the further out from central urban zones. However, car use remains high even for journeys to work of less than 10km. It is interesting to note that travel by bus decreases in trips less than 2.5km.

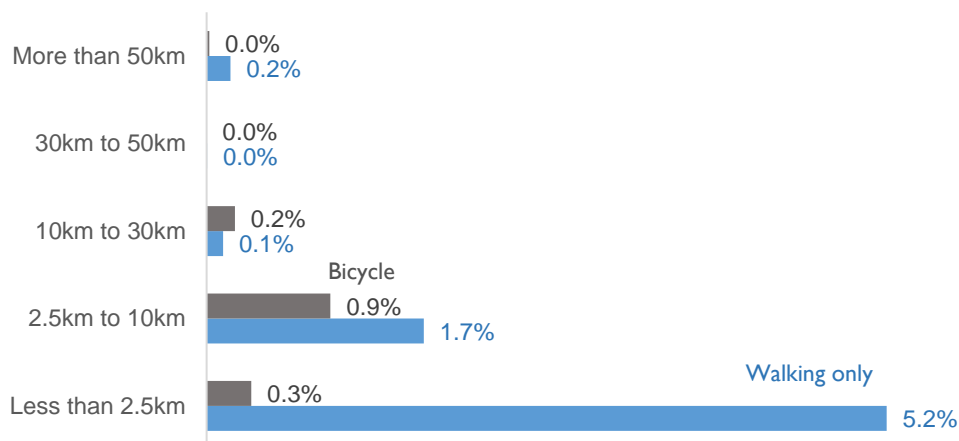
The Census data indicates that bus use to get to work is most popular for distances between 2.5 km and 10km with 4 per cent of all journeys to work using this mode and over this distance. Of all journeys between 2.5km and 10km, buses make up 10 per cent journeys, while 82 per cent are by car either as a driver or passenger.

Active transport modes include walking and bicycle use, with walking being more prevalent than bicycle use, and being the predominant active transport mode over shorter distances. Active transport modes jointly account for around 9 per cent of all journeys to work in the Greater Hobart area. Workers using active transport modes are dominated by Hobart residents walking to work while the other three councils

have very much lower active transport users. The critical element for active transport to increase as a mode of travel to work is the proximity of housing to workplaces.

Chart 6 below shows that the majority of walkers cover distances of less than 2.5km, which at an average walking speed would equate to around a 30 minute walk. This indicates the willingness of people generally to walk several kilometres for work, and the potential for growth in bicycle use for shorter distances.

Chart 6: Proportion of Journeys to Work by Greater Hobart Area Residents – Active Transport



Source: Australian Bureau of Statistics, 2016 Census data

Journey to Education

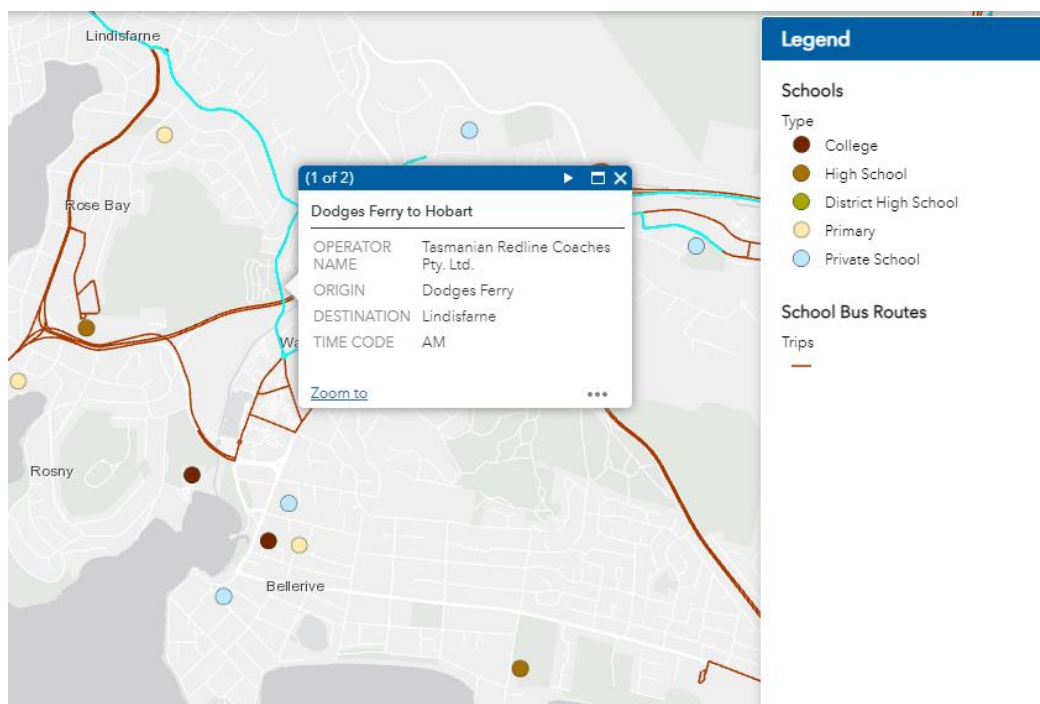
Getting to and from school, college and university in the Greater Hobart area has an acknowledged impact on traffic volumes both in the morning peak commuter period and the early afternoon period.

Dedicated school buses, which travel on the primary corridors, support student movement from all of Greater Hobart and beyond to centralised Year 11 and 12 colleges at Claremont, Rosny, Mt Nelson and the city itself and to a significant number of non-government schools located in the central parts of Hobart and immediately surrounding suburbs. For students who reside within Greater Hobart attending their local primary and high schools, the urban bus network is augmented by additional services on school days. Some of the additional services operate for students only.

Notwithstanding the extensive provision of school buses, journey to education significantly increases traffic with many parents choosing to drop off and collect children each day. This impact is greatest for private schools located within urban areas that have relatively wide catchments.

As a matter of longstanding government policy, while school buses are open to all students regardless of the school of enrolment, additional services are not provided to support travel to schools of choice beyond the local intake area. This means that growth in the school bus network is managed to focus resources on supporting travel to the local school and centralised colleges.

A GIS based map has been developed to provide a spatial representation of school bus movements across Greater Hobart, and it can be found [here](#).





Greater Hobart Committee

Four Cities. One Hobart.